THIS CRANK WAS MILD.

HE THOUGHT IT A PITY THAT SO MUCH MONEY WAS TIED UP IN BOOKS.

AFTER EXPLAINING TO THE FIREMEN AT THE LENOX LIBRARY THAT HE WAS AN AM-BASSADOR TO EGYPT AND A FRIEND OF PRESIDENT CLEVELAND.

It is now a question among the employes of the Lenox Library, that handsome white building at Fifth-ave., Seventieth and Seventy-first sts., whether the reading of Prescott's "Conquest of Peru" has unbalanced the mind of an individual who signs himself "C. F. Hunt." On Friday a telephone message was received at The Tribune office saying that if a reporter would call at the Lenox Library and ask for "Mr. Hunt" a startling story about counterfeiters would be revealed. A Tribune reporter called at the library, but all knowledge of Mr. Hunt's existence was denied. It is known, however, that "Mr. Hunt" had been a visitor at the library for at least ten days, and on every occasion he has asked for and received the second volume of Prescott's "Conquest of Peru." He had the appearance of a middle-aged, welleducated mechanic, temporarily out of employment; his linen and clothing were of good texture, but well worn. He first attracted the Thursday. He appeared to be extremely nervous, and when he imagined that he was the object of a glance his face would pale and he would tremble. It was on Saturday that his actions finally alarmed the attendants.

About 3 o'clock, an hour before the library was to close, he was found in the engine-room was to close, he was found in the engine-room of the library by the fireman. Thinking the man was a friend of the engineer, the fireman said nothing to him.

When closing time came the man was asked to leave. He refused to go, and said "Unhand me; you must not touch me!" "And why not?" queried the fireman.

'Ah, indeed, then you do not know me. I am Ambassador to Egypt and a friend of President Cleveland," said the now full-fledged crank.

"Yes," he added reflectively, "I am a great man—much greater than even your poor intel-lects could comprehend." "But you must go; it's time to close up now," said the fireman.

"But you must go; it's time to close up now," said the fireman.

"Go now." he repeated vacantly; " and pray where am I to go to?"

Then recollecting that he was an important functionary ne murmured, as his face lighted up with the thought of his imaginary embassy, "Yes, yes! To-night I sleep in—" But here he stopped abruptly and said:

"What a pity to spend such enormous sums of money piling up books in this way; piling them up like corn in a granary."

The crank continued in this strain for about ten minutes and then walked out of the building. Up to the time of closing yesterday afternoon he had not returned, and Volume II of the "Conquest of Peru" remains on a shelf awaiting his call.

The only C. F. Hunt in the New-York directory lives at No. 682 East One-hundred-and-thirty-fifth-st., and is a carriage-maker.

TWO CRANKS AT CITY HALL.

DNE WISHED TO SHOW THE MAYOR AN IN-YENTION, THE OTHER TO COMPLAIN OF A DOCTOR - A WILD CHASE ACROSS THE PARK.

Members of the numerous and increasing "Order of Cranks" created some excitement about the City Hall yesterday. Going to the ante-room of the Mayor's office, the first one to arrive said that he wanted to see Mayor Gilroy. Policeman George Malone observed a bar of iron protruding from the man's pocket and asked him what it was.

an invention that I want to show the Mayor," he answered. "It's a new device for sup-

The policeman got rid of the fellow by telling

The crank went out whistling, climbed the stairs and went into Julies Ehrlich's courtroom. He marched into the presence of the Judge, who was hearing a case, continuing to whistle. Warden Keese and an assistant seized the fellow and "hustled" him downstairs and out of the building. Another crank soon appeared and applied to see the Mayor. He wanted to complain about a doctor who had said that he was insane. Crank No. 2 was ejected summarily.

An exciting chase took place across the City Hall Plaza yesterday. The persons who took part in it were Thomas O'Donnell, of No. 6 Goerck-st. and John F, Flynn, of No. 6 Spring-st. These were the addresses they gave afterward. O'Donnell pursued Flynn up the front steps of the City Hall, shouting: "Stop thief!" 'Catch him!' Flynn was taken into custody as he tried to enter one of the city courtrooms. O'Donnell charged Flynn with stealing his watch and \$14 from him. The prisoner was taken to the Tombs Police Court.

GRANDFATHER AND GRANDSON KILLED.

A TRAIN RUNS INTO A WAGON WHICH THEY WERE DRIVING AND CRUSHED OUT THEIR LIVES

Abram Carman, an aged man, and William Carman, thirteen years old, his grandson, were killed at the railroad crossing, at Baidwins, L. I., last evening by the 5-o'clock express. They were drivevening by the 3-0 clock express. They were driving rapidly along the road. When they approached
the track, the flagman signalled them to stop, as
the train was nearing the crossing. Neither Mr.
Carman nor the boy paid any attention to the
flagman's signals. They drove upon the rails directly in front of the train. The pilot of the engine struck the wagon, wrecking it. The horses
were both killed. The man and boy were picked
from beneath the wreck of the wagon. Both were
dead.

A CLAIM AGENT'S DENIAL OF FRAUD.

Buffalo, N. Y., Nov. 20 .- W. Howen Moore, of this city, pension claim agent, who, it is reported, is charged with having defrauded the Government of \$150,000, said to-day that there was absolutely no truth in the story.

charges had been preferred against me. I promptly turned the letter over to Senator Laughlin, who is

in a few days."

What these charges were, more than that they declared him guilty of unprofessional conduct. Mr. Moore declined to say. He had no copy of the Commissioner's letter with him. Mr. Moore further said: "Three of the cases were taken before the United States Grand Jury at its September sitting and all were thrown out." About three years ago Mr. Moore secured pensions for quite a number of soldiers supported at county expense at the almshouse. Some of these pensions have since been suspended.

GOVERNOR FLOWER VIEWING A DAM SITE. visited the site of the proposed water storage dam at Mount Morris to-day, in company with thirty other men, among whom were State Engineer-elec-Adams, Senator Parsons and many Rochester business men. It is proposed to build across th see River near Mount Morris a dam which would hold the water back for ten or fifteen miles, and save the spring freshet supply for use in summer, when the river dwindles to a mere creek. The building of the dam would give Rochester a large supply of water power the year round. The estimated cost is \$175,000, and the State is asked to appropriate part of this amount, in consideration of the additional supply of water which would be available for the Eric Canal. Governor Flower declined to commit himself on the question of the appropriation, but praised the site. The Governor started for Albany to-night.

Syracuse, N. Y., Nov. 20 (Special).-The following

Grange, in session here: range, in session acre: Resolved. That the National Grange is in favor f granting to women the same privileges at the allot-box as are granted to men.

All previous sessions have referred this question o various State Granges, as delegates from the outh objected to giving colored women the right

WRECKS OFF MANY SHORES.

RECORD OF VESSELS LOST THE HIGHEST EVER REPORTED IN ONE DAY.

SEVERAL STEAMERS GO DOWN OFF THE BRITISH COAST WITH ALL ON BOARD-SCORES OF FISHING SMACKS MISSING - HAVOC WROUGHT PROM THE BALTIC TO THE MEDITERRANEAN-SNOW-

London, Nov. 20.-There was some abatement yesterday afternoon in the great storm which swept over the British Isles. The lull was brief, however, and then the gale was renewed with apparently increased fury. Many steamers have reached Dover with their smokestacks gone. Reports received from many points along the coast this evening show that the gale has spent its force, although heavy seas are still

running. The list of disasters grows rapidly. Lloyd's Recorder to-day reported 144 wrecks, the highest ever reported for a single day. The worst day before was in 1879, when 139 vessels were lost in twenty-four hours.

The steamer Aboukir Bay was wrecked to-day off Morlaix, near Brest, France. Fourteen bodies have been washed upon the shore opposite the wreck. A large steamer, whose name has not been

ascertained, foundered off Withernsea this afterneon with all on board. All along the coast near Hull a tremendous sea is still running. The British steamship Amcott, 627 tons, was

wrecked off Aldborough. Yorkshire, this morning. All aboard were lost, although nine attempts were made to reach her with rockets. The British steamship Office Branch, 1.767 tons was wrecked this morning off the Welsh coast. Only one of the crew was saved.

CLUNG FOR HOURS TO THE RIGGING.

A dispatch from Hythe, on the English Channel, eleven miles southwest of Dover, says that a three-masted vessel foundered off that place to-day. A part of the crew took to the small boats, but before they had got far from the vessel the boats were swamped, and all in them were drowned. When the vessel sank her topmasts stood above the water. Nine men could be seen for hours clinging to the upper rigging, with the water sweeping over them. The vessel was too far off-shore for a rocket to reach her. There is only a chance that a single man in the rigging will get ashore alive.

The schooner Wick Lassies ran on the rocks off Winterton, Norfolk, and became a total wreck. Every soul on board of her perished. The ship Samuel Landann has foundered in Lynn Channel. Five of her crew were drowned.

The British steamer River Garry has gone down off Dunbar, at the mouth of the Firth of Forth. It is feared that all on board of her were drowned. One body has been washed

The Electro has foundered in the North Sea near Heligoland. Her passengers and crew were saved. Eight fishing smacks from Hastings and many smacks from Yarmouth are miss-Three ships are ashore between Dymchurch and Romney, on the English Channel. The life-saving crews had to wait for several hours until there was a lull in the storm, and then put off to the stranded ships and rescued those aboard of them. Two large vessels are ashore at Dungeness, on the English Channel. The bark Johanne Marie sank off that place this morning. A three-masted vessel is ashore in

At Scarborough, on the Yorkshire coast, several houses were blown down and many were unroofed. Fifteen fishing smacks are missing foundered near the headland this morning, but him that he would see the Mayor and tell him about the invention.

The crank went out whistling, climbed the stairs is strewn with wrecks of large and small vestored were saved. sels, and it is believed that many wrecks have occurred at places remote from telegraphic com-

> TWO VESSELS WHICH ARE PROPABLY LOST. A body cast up on the beach at Margate of the brigantine Economy. It is feared that

the vesel has foundered. The British ship Garsdale, which some time ago arrived at Hull from Tacoma, is probably lost. She was being taken to the Tyne in tow. When off Flamborough Head, on the North Sea the tow lines parted and the Garadale went adrift. She was short-handed and flying light, and it was known that she was in no condition

A heavy snowfall is reported in some parts of the country. A train left Saffron-Walden, in Essex, at 8 o'clock this morning for Haverhill. It got stuck in the snow at Bartlow, and, finding it impossible to proceed, returned to Saffron-Walden. The snow lies in drifts twelve feet deep on the railway. The 8:45 o'clock express train from London for Cambridge was snowed in yesterday morning near Royston. One hundred men worked all day in diggling out the train. Snow-ploughs had cone out in advance of the train, and they too were embedded in the drifts. Toward night the track was sufficiently clear for the train to proceed. All went well until Harston was reached, where the train stuck again. The passengers then abandoned it. Between Calais and Dunkirk fifty-eight vessels were ashore at 6 o'clock to-night. Most of them are fishing boats, but two are steamers, and seven or eight are barks. Along the coast near Calais seventeen more dead bodies were recor-Essex, at 8 o'clock this morning for Haverhill seventeen more dead bodies were recov

THE MEDITERRANEAN COAST STORM-SWEPT. A dispatch from Toulon says that a heavy "About two weeks ago," he said, "I received a storm has swept the Mediterranean coast to-letter from the Pension Commissioner stating that day. At Toulon it did much damage. A violent

day. At Toulon it did much damage. A violent gale blew yesterday all along the Atlantic coast of Spain and Portugal. Great damage was done at Bilbao and near by ports. Several deaths from drowning in rivers are reported from the interior of Spain.

Cherbourg, Nov. 29.—The storm has been increasing in violence all the day long, and the wind is this evening blowing a perfect hurricane. Scafaring men say they never before saw such a storm. Fears are entertained for the safety of the breakwater here. The Gorman vessel Corrientes, bound for Lisbon, has been wrecked near Barfleur. There were fourteen persons on board of her, eight of whom ersons on board of her, eight of whom

teen persons on board of her, eight of whom were saved.

Calais, Nov. 20.—Neither the Calais nor the Boulogne Channel steamers left port to-day. The jetty here is almost completely destroyed. The entrance to the harbor has been so blocked up by the masses of rock swept from the jetty that it is impossible for vessels to get in or out. Paris, Nov. 29.—Telegraphic communication between Paris and other cities has been seriously interrupted by the storm which is raging over central and northern France. Dispatches from Biarritz say that a hurricane set in there last night, and that the wind is blowing with terrific violence. A fearful sea is running in the bay. The wind is said to be blowing at least ninety miles an hour.

HEAVY STORM IN THE BALTIC SEA Kiel, Nov. 29,-A great northeast storm is

raging over the Baltic Sea, and much damage affoat and ashore is being done. The gale has caused an extraordinarily high tide here, and the streets in the harbor quarter are inundated. The Imperial yacht Hohenzollern broke from her moorings in the bay and began to drift

her moorings in the bay and began to drift shoreward. A heavy anchor was hurriedly dropped overboard and a long cable paid out, which held the yacht safely.

Lubeck, Nov. 20.—Many places along the coast in this nelghborhood have been inundated by the tremendous sea.

Ostend, Nov. 20.—The coast of Belgium is being swept by a gale almost phenomenal in its intensity. Many fishing boats have been lost and their crews drowned.

Antwerp, Nov. 20.—A vessel foundered to-day in the River Scheldt. Her crew were drowned. The telegraph lines are badly crippied.

Amsterdam, Nov. 20.—A heavy gale is prevailing here and elsewhere in Holland. Dispatches received from the coast towns report heavy loss of life through the foundering of fishing smacks.

HORRIBLE FATE OF A BROOKLYN POLICEMAN-THE BODY ROLLED OVER AND OVER BEFORE THE CAR COULD BE STOPPED.

Jessa Hatfield, a policeman attached to the force in Prospect Park, Brooklyn, was killed by a trolley car at Ninth-ave, and Ninth-st., in that city, vesterday afternoon. He was attempting to get on the car at the front platform, but missed his foothold and fell under the car as it was rounding the curve. He was struck by the motor under the car and was almost instantly killed. The man was terribly mutilated. The motor rolled his and over, and nearly every bone in his body was broken before the car could be stopped.

Hatfield lived at No. 1244 Twenty-third-st., Brooklyn. He was a mounted policeman in the Park, and had been on the force for ten years. On Sunand had been on the force for ten years. On Sunday he stopped a runaway horse at the risk of his life near the Flower Garden. He was on duty yesterday foreroon, and at 11:45 was excused for dinner. He left the Park at the Ninth-st. gate, and as he reached the corner a trolley car of the Jay. Smith and Ninth st. line, of the Coney Island and Brocklyn Company, came along at a rapid rate of speed. Hattleld was in the habit of jumping on the front platforms of cars, but falled to effect his purpose as he caught the handrait, and his weight forced him to loosen his hold, with a fatal result. The motorman, Ezra Smith, did all he could to stop the car, but could not succeed in saving the unfortunate man. He was arrested on a charge of homicide. The dead man left a wife and four children.

THE DROWNING ACCIDENT AT CORNELL

BODIES OF DR. MERRIAM AND MISS YEARGIN NOT YET RECOVERED-A SEARCH PARTY ON THE LAKE.

Ithaca, N. Y., Nov. 20.-There are no new develpments regarding the supposed drowning of Miss eargin and Dr. Merriam on Saturday. The univerat the bottom of the lake, which is said nev at the bottom of the lake, which is said never to give up its dead. The accepted theory is that the two endeavored to change seats, that the young woman fell into the water, and the instructor to them the boat, which drifted away. It developes that Mertiam, while an enthusiast concerning boating, was not an expert careman. The rowboat hired by Mertiam is of a class regarded as "cranky" in other than expert hands and smooth

water.
The tragedy has cast a deep gloom over the university, where both victims were beloved. To-day by President Schurman's direction, the steam yach Colonel Horton, with several professors aboard went up and down the lake in search of persona effects of Dr. Merriam and Miss Yeargin.

KILLED BY ESCAPING GAS.

A BREAK IN A CONSOLIDATED COMPANY'S PIPE FILLS HOUSES WITH THE POISON-ONE YOUTH DIES FROM IT.

The hive of working people in East Seventyterday had an experience which it will remember or many a day to come. Just after 5 o'clock last 186 and 188 East Seventy-fifth-st. became aware of an overpowering odor of gas that arose om no one knew exactly where. It grew more was impossible, and presently the stree and children, driven out on to the sidewalk from the houses on both sides of the street. The air blocks around was heavy with the odor, and the crowd in the street was presently reinforced arrivals from other streets, and from Third and Lexington aves, all seeking for a cause for

Messengers hurried off to the offices of the Standard and Consolidated Gas Companies, both of which supply the street with light. Then, while the excitement was at its height, a shriek from the basement of No. 184 drew everybedy in a rush to that spot. It was the junitress, Mrs. Jennings, and she was meaning and crying over the form of her sixteen-year-old boy. Vinton, stretched out on the floor. His weak head, enfeebled by discase, had given way under the poison.

As the ambulance from the Prechyterian Hospital was about to drive off, finding its mission uselies, Mrs. Isaac Kohn, who lives on the second floor of No. 186, ran out into the street with her twelve-months-old buby, crying that the child was dead, but under the treatment of the surgeon the intant quickly revived. During this time the gas men had discovered a big crack in the main pipe of the Consolidated Company immediately outside No. 184, and stopped it up. But two hours more clapsed before the air was purified enough to allow the return of the tenants to their homes.

TELEGRAPHIC NOTES.

Princeton, N. J., Nov. 20.-The Rev. E. B. Hodge. of Burlington, has accepted the appointment of

Hoston, Nov. 20.—Stephen Toole, held for the murder of his mother and sister in South Bos-ton, has been discharged.

Ouray, Col., Nov. 29.—William Codrington, an English bachelor owning a ranch on Coal Creek, was found hanging to a tree near his ranch yesterday morning. No other tracks but his own being found in the snow, the Coroner's jury brought in a verdict of suicide.

Hot Springs, Ark., Nov. 20.—The Ozark and Willard Hotel was destroyed by fire this morning. Other buildings were burned. The total loss is estimated at \$50,050; partially insured.

Providence, R. I., Nov. 39.—The police are diff-gently inquiring into a piece of vandalism at the Saints Peter and Paul Cathedral, in Cathedral Square. One of the big decorated and stained windows has been smashed with a stone thrown from the street. The window originally cast \$6,000. Boston, Nov. 29. George Johnson, a drunken waiter, who killed Joseph Mellsop, a cook, in the Davis-st, Industrial Home Saturday right, claims to be a nephew of Chief Justice Johnson, of the Supreme Court of Canada.

Virillance committees are spreading terror through the Strip to "sconers," claim and lot jumpers. At Kremin seven "sconers were put on a train and told that they would be strong up if they returned. At Round Pong the Mayor has been notified to leave by the virilance committee, and two "sconers" are reported to have been hanged on the Skeleton, seven miles east of here.

Skeleton, seven miles east of agre.

Boston, Nov. 29.—The sum of \$2,968 which has accured in interest upon a \$60 deposit in a local savings bank has been turned over to the State. A deposit book representing that amount was taken from a prisoner, William Boyle, some sixty years ago, by the then city marshal, Doyle died in 1824 without kin so far as known. In 1837 the book was found by a descendant of the marshal and turned over to the public administrator.

Indianapolis, Nov. 29.—Nearly all the important acts of the late State Legislature have been knocked out, and to-day the list was increased when the lower court declared invaid the law regulating the distribution and return of unexpended school funds by which it was intended to prevent padded school enumerations. The decision holds that the laws are already in existence by which guilty school officials may be punished.

may be punished.

Albamy, Nov. 29.—The body of John T. Kelly, a tea broker and commission merchant in this city, who has been missing for several weeks, was found in the river early this morning. He was not seen on October 28. His drowning was accidental. He was once a member of the firm of Weidman & Kelly, wholesale grocers. He was inity-six years of age, and a graduate of the Keeley and two other cures.

Gloucester, Mass., Nov. 20.—The Mayoralty Convention this evening nominated colonel H. F. Cook for Mayor. LUNACY COMMISSIONERS CRITICISED.

Middletown, N. Y., Nov. 20. The Rev. Dr. Charles

Beattie, pastor of the Second Presbyterian Church, this city, in his Sunday night sermon, said it would cem as if members of the State Lunacy Commission were more fit for inmates of the State Hos-pital than many who were there. Referring to the order of the Lunacy Commission prohibiting the use of tebacco in asylums, he said: "Who would deprive those old men of their pipes at the State Hospital, who have been addicted to their use all their lives?" It is wrong to cut them off, and it is strange that such an order should have been issued by a Lunacy Commission."

FARDON ACQUITTED BY A JURY.

Trenton, N. J., Nov. 20.-The jury in the case of he ex-paying teller, Fardon, charged with emzzling \$10,000 from the First National Bank Paterson, brought in a verdict this afternoon of ot guilty. The case was submitted to the jury

KILLED AND MUTILATED BY THE TROLLEY | FREIGHT TRAFFIC STOPPED.

LEHIGH VALLEYS STRUGGLE.

THE TIE-UP OF THE BIG SYSTEM NOT COMPLETE.

PASSENGER AND MAIL TRAINS MOVING.

THERE IS MUCH DELAY, HOWEVER-NO INTER-FERENCE BY THE STRIKERS EXCEPT AT REGIONS UNCHANGED-COUNTIES WARNED THAT THEY WILL

Wyoming division of the Lehigh Valley Railroad is assuming a rather serious aspect. While the officials in reply to all inquiries say: "All passenger trains are running," the fact remains that, although this may be partially true, it does not reflect the situation by any means. Coal and freight traffic is tied up as tight as a drum, and the few passenger trains which are allowed to run on account of the mails have to crawl along from point to point and do not attempt to follow the schedule. Even these may be abandoned at any time. although the strikers say that they will not to run the mails. This afternoon John Rice chief of the local division of the Brotherhood was called into Superintendent Esser's office and charged by that official with intimidating the men who showed a desire to stand by the company. Rice stoutly denied the charge, and said that he and the men had strict orders to use no intimidation whatever. He asserted the right of any citizen to meet and speak to a friend on the public thoroughfares, and did not think there was any law to prevent it. He said that the men would use all honorable means to

within the limits of the law. Superintendent Esser was much annoyed today when several crews who had signified their intention to go to work failed to report. They had been visited at their homes by a committee of strikers and persuaded to quit. No intimidation was resorted to, however. It is reported that the strikers at Savre are

win, but that they intended to work strictly

very much determined, and not a pound of freight or coal will be allowed to pass that point until the trouble is settled. All passenger trains between Mauch Chunk and Wilkesbarre are running with green men.

They are not familiar with the road, and as a result are on an average from three to five The train leaving Easton to-day at 19:20, due here at 1 p. m., arrived at 4:10 p. m. The new firemen could not keep up steam, and the train was compelled to stop several times along the road. The mail trains are mostly made up of mail and baggage cars, while on some a car or

two of perishable freight is coupled on and sent to its destination. Trainmaster Bardo, who has been on duty almost continuously since Saturday night, reports that all the telegraph offices on the division are manned by new operators. This is denied, however, by the strikers, who say that the company's service is seriously impaired by the

defection of the union men. Chief Rice was seen by a United Press reporter this afternoon. Speaking of Superintendent Esser, of this division, he said that Mr. Esser had kept up to the agreement of the July onference at Bethlehem regarding preference for older employes, etc. But he said that east of Mauch Chunk they had disregarded the agreement and would give no explanation or

"What do you consider the present situation and outlook?" he was asked. "Our Brotherhood men are running the mail

trains," he replied, "but I regard the coal and freight tie-up as complete. We have more than 90 per cent of the employes with us. We expected little support from the Hazleton division, because the situation has not been fully The special committee of the striking train-

men to-night gave out the following scale of wages which purports to show that, all things being equal, the employes of the Central Railroad of New-Jersey receive higher wages and labor less hours for the same class of work than the Lehigh Valley men. The following is the scale of wages paid on the Central Rail-Engineers, \$2.50 for 100 miles and 3 cents a mile extra

for over 100 miles and extra time for work done over twelve hours; coal and freight conductors, \$2.75 a day; passenger conductors, \$3 25 a day; firemen, \$2 25 a day, these men are allowed hoatlers to prepare their engines for them; brakemen, \$2 a day; operators, the minimum scale is \$40 per month, pay pro rata for all Sunday work; tower operators, \$50 a month for eight hours work a day; train couplers, \$55 a month for eight hours work a day extra operators, \$35 a month, pro rata for all Sunday work done; switchmen, \$2 a day of ten hours' work. The Lehigh Valley Rallroad scale from Coxton

east is as follows:

Road engineers, first six months, \$2.75 a day, second six months, \$2 a day; after that, \$1.25 a day.

Yard engineers, \$1 a day for ten hours' work.

Packerton runs for engineers—from Coxton to Mahoning and return, allowed two days, no extra time is allowed

this trip consumes from twenty-two to thirty-six hours.

Firemen, first six months, \$1.90 a day, second six months, \$2 a day. After that time they are to be paid \$2.25, \$2.30 and \$2.25 a day; no hostlers allowed to

32.25, 12.39 and 12.25 a day; no hosters allowed to clean and prepare engines.
Passenger conductors on through runs are paid \$3.25 a day. Two trips are to be made each week extra hetween Wilkesbarre and Avoca and return, for which no extra time is allowed.

day; twenty-two to thirty-six hours considered a two days' run, with no extra time allowed. Mine conductors get \$2.15 a day, extra time allowed over

Avoca and return, with no extra pay; to furnish the

Freight brakemen, \$1.80 a day, twenty-two to thirtyox hours considered two days' work.

Coal brakemen, 11 65 and 11 70 a day, extra time al-Switchmen on freight trains, \$1.80; on coal trains, \$1.65

Extra operators, \$1.30 a day of twelve hours Bethlehem, Penn., Nov. 20.-The Lehigh Valley officials have sent out notices to all strikturn to work early to-morrow morning will be filled, and after that all old employes who apply for work will be treated as new hands.

A striking engineer, who came here from Easton, attempted to board several engines in the yard for the purpose of prevailing on the engineers and fremen to quit work. He was ordered to keep off the engines, otherwise he would be arrested for trespass. He then went to Philadelphia. The company say that so many experienced men have applied for work that there will be no occasion to use other applicants. President Wilbur says he is unable to give the number of men who have struck, owing to the many ramifications of the branch

Easton, Penn., Nov. 20.-The Brotherhood men held a meeting this afternoon at their headquarters in Bragg's Hall, South Easton. They compared notes on the situation, and when they adjourned it was announced that they had a firmer hold on their position than ever before. The officials declined to go into details, con-tenting themselves with saying: "We are going

to win. The company is not moving as much freight as it did last night, and the reason is that it cannot get the engineers and firemen. We don't care much about the passenger service; it's the freight and coal we are stopping that bothers us."

The company presents a better showing to-

that bothers us."

The company presents a better showing tonight with its passenger service than yesterday
or this morning. It has got a few more engineers, and trains on the New-Jersey division
are running westward on time. The four trains
scheduled to leave New-York this afternoon—
two way and two express—afrived here on time
and the company was able to send them on up
the road without delay. There is difficulty,
however, in getting men to run to Jersey City
on trains due there after dark. The men are
afraid to run into the Central yards. Superindent Donnelly says this is entirely due to false
statements to the engineers by strikers, who
say there is great danger in the Jersey City
yards.

say there is great danger in the Jersey City yards.

Several more telegraph operators have left the company's employ, one of them being a new man. A number of engineers from Slatington, who were formerly employed on the Pennsylvania, Poughkeepsie and Boston, but who were laid off when the Reading gave up the lease, are expected here to-night. The company has hired a lot of men here and sent them up the road to fill positions. No violence of any kind has been reported. To-night a special meeting of the Brotherhood met the directors of the Board of Trade of Easton and explained to them the situation and the reason the men struck. They made a good argument and impressed the board favorably. They asked the board for its support. The board took the matter under consideration.

The sheriffs of the counties traversed by the Lehigh Valley have been informed by the company that they will be held responsible for damage done to the company's property through acts of the strikers.

Mauch Chunk, Penn. Nov. 29.—The situation

damage done to the company's property through acts of the strikers.

Mauch Chunk, Penn., Nov. 20.—The situation here is encouraging to the strikers. All mail trains are allowed to go through, but are somewhat delayed. A meeting of non-union men was held in Weissport this afternoon, with over 190 in attendance. The meeting was addressed by Brotherhood men. It was decided to encourage and assist the union men, and that all will stand together. Another meeting will be held in Lehighton to-morrow morning. The Brotherhood men of all the coal branches centering here will hold a meeting tomorrow in Mauch Chunk. It is expected that all the branches will be tied up by Tuesday noon.

all the branches moon.

Allentown, Penn., Nov. 20.—The strike does not affect Allentown to any appreciable extent. All passenger trains scheduled were run to-day from a few minutes to several hours behind time. Trains from Buffalo were especially late. Seven freight and coal trains passed through Allentown up to 8 o'clock this evening. The road has seventy-six employes here, only five of whom struck.

whom struck.

Philadelphia, Nov. 20.—President Wilbur this morning telephoned from Bethelehem to Vice-President Garrett that everything was moving as well as could be expected. Mr. Wilbur further said: "Our telegraphic service is excellent. Passenger trains are running, but with some delay. The strikers have interfered with the freight trains, but we expect to make some headway with them during the day."

Vice-President Garrett also received a message from President Wilbur which stated that the latter felt much encouraged owing to the readiness with which new men were being readiness with which new men were being secured, and that he thought the strike would

be only a temporary inconvenience.

General Manager Swigard, of the Philadelphia and Reading stated to-day that the strike has not yet had any effect upon the Reading REPORTS FROM ALONG THE LINE.

STRIKERS NOT PARTICULARLY DEMONSTRATIVE

EXCEPT AT SAYRE.

Elmira, Nov. 20 .- All Lehigh Valley freight trains at Sayre are tied up. Trains carrying the United States mails are not molested. Yesterday, accord-ing to a report here, a train of perishable freight as brought to Waverly and offered to the Erie, he trainmen refused to take it and they were discharged, but were shortly after reinstated, owing hood that unless the men were put back to work again a strike would be ordered on the Erie. The telegraph operator at Rowland, ten miles east of Sayre, refused to leave his key yesterday and was stoned and driven from the office. A passenger ing at about 5 o'clock. A committee of strikers, upon the arrival of the engine, climbed into the cab and endeavored to persuade Engineer Connor and Fireman Erhart to leave their posts. The fire-man was willing to step down and out, but the eer absolutely refused to abandon his engine The train was detained at the station over thirty minutes. The committee stepped down from the engine and the engineer started his engine, which occasioned a bitter feeling among the strikers, but no violence was offered. One man was heard to remark: "I would not have taken that train out for me." The second section of passenger train No. 2 was coupled to Engineer Connor's train.

Meetings were held yesterday afternoon for the purpose of strengthening the strike and deciding what action would be taken concerning perishable freight and mail trains, which, it is said, the Brotherhood would not interfere with. Owing to the strike among the operators the Western Union is doing the telegraph work, and the operators of that company are swamped with business The situation at Sayre and Waverly was practi-

cally unchanged this afternoon. Only one left Sayre to-day, and that a train consisting of a combination mail and baggage car and one coach. At 12:45 an attempt was made to move a milk train. A great crowd of strikers gathered around the engine and prevented it moving, but no violence was offered. Every inducement was offered to the trainmen to leave the train, and finally the fireman got down from his engine and joined the strikers amid great cheering. The conductor and engineer refused to accede to the requests of the strikers. At 2 p. m. the officials were still unable to move ingly unmindful of the jeers and curses of the

At 2:15 p. m. the sheriff of the county arrived in Sayre and held a conference with the A little after that hour he mounted an engine and was taken to the upper part of the yard to look

At a few minutes past 2 o'clock train No. 2 arrived at Sayre with a baggage and mall car and six coaches. Some of the strikers wanted to uncouple the train from the mail car, but the leaders prevented them, and the train was allowed to

depart unmolested.

Flemington, N. J., Nov. 20.-The strike on the New-Jersey division of the Lehigh Valley Railroad is spreading, five of the operators and station gents joining the ranks of the strikers this mornnw. They are those stationed at each end of the ng Pattenburg tunnel, the two at Bound Brook

ing. They are those stationed at each end of the long Pattenburg tunnel, the two at Bound Brook and those at Landsowne and Perth Junction. The men at the Flemington branch will not go out. Shamokin, Penn., Nov. 29.—No freight trains arrived over the Lehigh Vailey this morning. The 6 ociook pussenger train from Mount Carmel made its usual run. The express from New-York arrived at 8 ociook, ten minutes behind time.

Towanda, Penn., Nov. 29.—Not a coal or freight car has moved on the Lehigh Vailey at this point to-day. Passenger trains on the State line branch have run regularly and on time. About two-thirds of the main line passenger trains are running through, from one to three hours late. They carry the mail and some express matter, but few passengers. No effort has been made to run freight trains. Efforts are being made to secure new help, and section hands have been set firing passenger engines in several instances. The big company repair and construction shops are located at Sayre, and that town is in sympathy with the strikers, as are most of the people in this section. Merchants at Towanda cannot ship poultry for Thankssiving and are refusing orders.

Tunkhannock, Penn., Nov. 20.—Trains are moving two and three hours late, and all coal and freight trains are abandoned. Train No. 89, through here this morning, consisted of a fruit car and an engine, with fifteen or twenty passengers. Up to 6 o'clock no city mail reached here. No freight is being received, and telegraphic matter is only received subject to delay. All matter between Sayre and Pittaton for points east and south must be reported at Pittston Junction, and only one operator of the force is loyal. The office at Pittston Junction is to be abandoned and the operator moved to Coxton, the end of the Buffalo, or Northern, division and the beginning of the Wyoning. If any acts of law-lessness are perpetrated Coxton will be the place. It is predicted by railroad people that only mail cars will be hauled to-morrow.

Hazleton, Penn., Nov. 20.—Out of eighte

THE "SLEEVE" CARD PLAYED

BLOUNT'S REPORT GIVEN OUT.

DONE, TOO, IN A MANNER CHARACTERISTIC OF THE WHOLE HAWAIIAN

PROCEEDINGS

A FEW ADMINISTRATION PAPERS FAVORED

AND NOW SECRETARY GRESHAM WONDERS WHERE THE "LEAK" WAS.

THE REPORT ITSELF A REMARKABLE DOCUMENT SUCH AS MIGHT BE PREPARED BY THE EL-QUEEN'S ATTORNEYS-NOTHING TO SHOW THAT ANY OPPORTUNITY WHATEVER THE PRESENT GOVERNMENT

OR MINISTER STEVENS TO

PRESENT THEIR SIDE

OF THE CASE.

[BY TELEGRAPH TO THE TRIBUNE.] Washington, Nov. 20.-The card in the game of monarchical restoration in Hawaii which time of having "up its sleeve" was played by Secretary Gresham last night in a manner wholly consistent with the methods now in vogue in the State Department. The card in question was a carefully prepared synopsis of 'Paramount's Blount's report, which was cautiously allowed to trickle to the public through the few newspaper organs throughout country-two in New-York notably-on which the Administration confidently counts for the thick-and-thin support of any diplomatic or political vagary it may indulge in. Newspapers which have in any way reflected the genuine sentiment of the country in opposition to the royalist policy of the President were for the most part excluded from the privileges of disseminating Mr. Blount's remarkable discoveries -a piece of pettiness which can only be accounted for by the intensity of the Administration's chagrin at the open repudiation by the bulk of the newspaper press of its discreditable purpose to set up a corrupt and licentious monarchy on the ruins of the present progres-

sive and enlightened Hawaiian Government HOW THE REPORT GOT OUT The synopsis of the Blount report which appeared in the Administration organs this morning had been sent to the Public Printer and reduced to type on the pretence that it was to be distributed under the seal of secrecy to the members of the United States Senate, and its ostensible circulation as an "Executive document" is now sought to be made a means of diverting suspicion from the persons really responsible for its publication under these curious conditions. To-day at the State Department it was bluntly denied that the Secretary had had anything to do with securing the appearance of the report in the few newspapers friendly to the Administration, and the suggestion was delicately made that, as copies of the document had been placed "in confidence in the hands of certain public men, notably the Democratic members of the Senate Committee on Foreign Relations, the "leak" might probably be traced to some one of them.

The difficulty about this pleasant theory is that, with its customary indifference to the wishes or opinions of the Democratic majority in the Senate, the Administration did not even make certain that any members of the "deliberative branch" had received the report before it was hurried into print through the channels and confidential" copies presumably addressed to them, and, with the rest of the world, read for the first time in the few favored newspapers this morning the special plea of Mr. Cleveland's "Paramount Commissioner," on which alone is based the extravagant and sentimental programme of restoration by force so strangely advocated by the present Secretary of State. The exclusive abstract of Mr. Blount's discoveries having been dribbled out in advance to favored newspapers, the Department was to-day naturally overwhelmed with complaints of favoritism and trickery in its distribution of official news.

To allay to some extent the irritation occasioned by the manner in which he had played the Administration's "sleeve" card, Mr. Gresham late this afternoon gave to the public three printed folios of reports from Mr. Blount, the most important of which had been condensed in the previously published abstract. A synopsis of the information and arguments contained in these three communications from Mr. Cleveland's Commissioner is given elsewhere in this issue. It is still painfully noticeable that the Administration refuses to publish the dispatches and reports of Minister Stevens, on the ground, apparently, that they might raise some inconvenient issue with the statements offered by and through Mr. Blount, Mr. Blount, on the contrary, is allowed to assume, with Mr. Gresham's approval, both that Mr. Stevens was a criminal conspirator with the members of the subsequently recognized Provisional Government in a plot to overturn the Queen, and that his word on any mat or connected with the revolution is necessarily subject to suspicion and doubt. This extraordinary attitude toward his predecessor in office is maintained throughout his report by the Georgia statesman, and the logic of his entire plea for the restoration of Queen Liliuokalani condemns Minister Stevens, without even a hearing, as a ploter against the government to which he was accredited and a falsifier of the records in which the history of the uprising against the Queen is to be read.

The full reports made public to-night are, indeed significant only as emphasizing the blassed and unsparing partisanship displayed in Mr. Gresham's memorandum to the President, the latter proving to be a faithful epitome in matter and spirit of Mr. Blount's long and wandering, but always sympathetic and eager, recital of the base conspiracy successfully plotted against the "legitimacy" of the amiable, enlightened and immaculate Queen. As has been said before in these dispatches the statements contained in Mr. Blount's report and accepted implicitly by Mr. Gresham raise a distinct and emphatic issue of veracity with Minister Stevens and the Hawaiian Provisional Government which time and impartial inquiry alone can settle.

NO JUSTIFICATION FOR THE ADMINISTRATION But even if the facts asserted by Mr. Blount can be established, and a premature recognition of the Provisional Government on Minister Stevens's part be shown, Secretary Gresham can still find no justification whatever for his attempt to invade the sovereignty of a recogattempt to invade the sovereignty of a recognized de jure government, and to depose it arbitrarily from power in order to replace a monarch whose sole ciaim to restoration is sentimental and personal and outside all limits of international law. Mr. Blount's report, however it may be considered to expose a fraud practised to dethrone Lilluokalani, can offer no substantial excuse for a frank and open violation now of all established obligations to the existing government whose territory is to be invaded now or all established obligations to the exist government whose territory is to be inva and whose authority is to be set aside with even the palliating pretence of internal territion and threatened danger to American are crty interests. As to the details of the port itself, it is important to remember that it value and trustworthiness are to be judged.